

Christian J. Harris

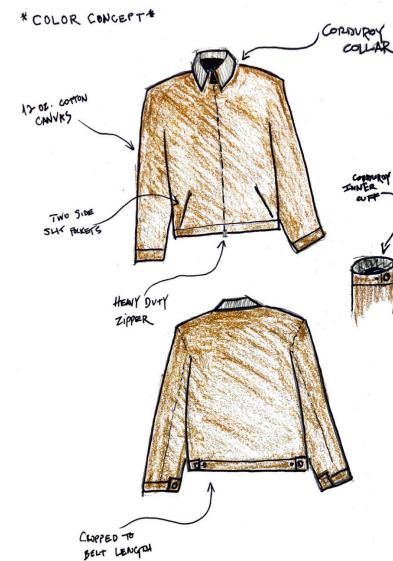
Portfolio

2021

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General Design Work	3-15
Urban Design and Planning Projects.....	16-19

Fashion Design



“Cropped Twill Jacket”
Medium-weight canvas
December 2019

Cropped Twill Jacket deisgn and process





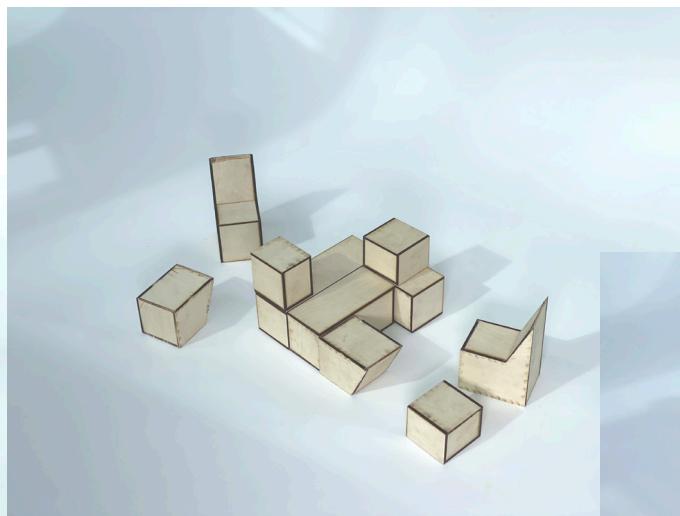
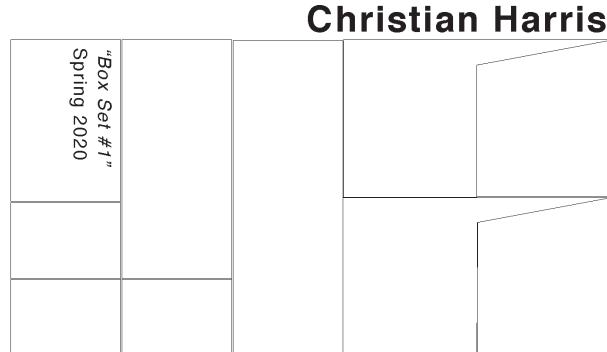
“Zero Waste Design”
Dress made from recycled linens
September 2019

Furniture Design

Untitled 1
September 2019



“Box Set Set 1”
1/8 Scale
Spring 2020



Ceramic Design



“Gun Violence”
October 2019

Ceramic design process



Conceptual Design

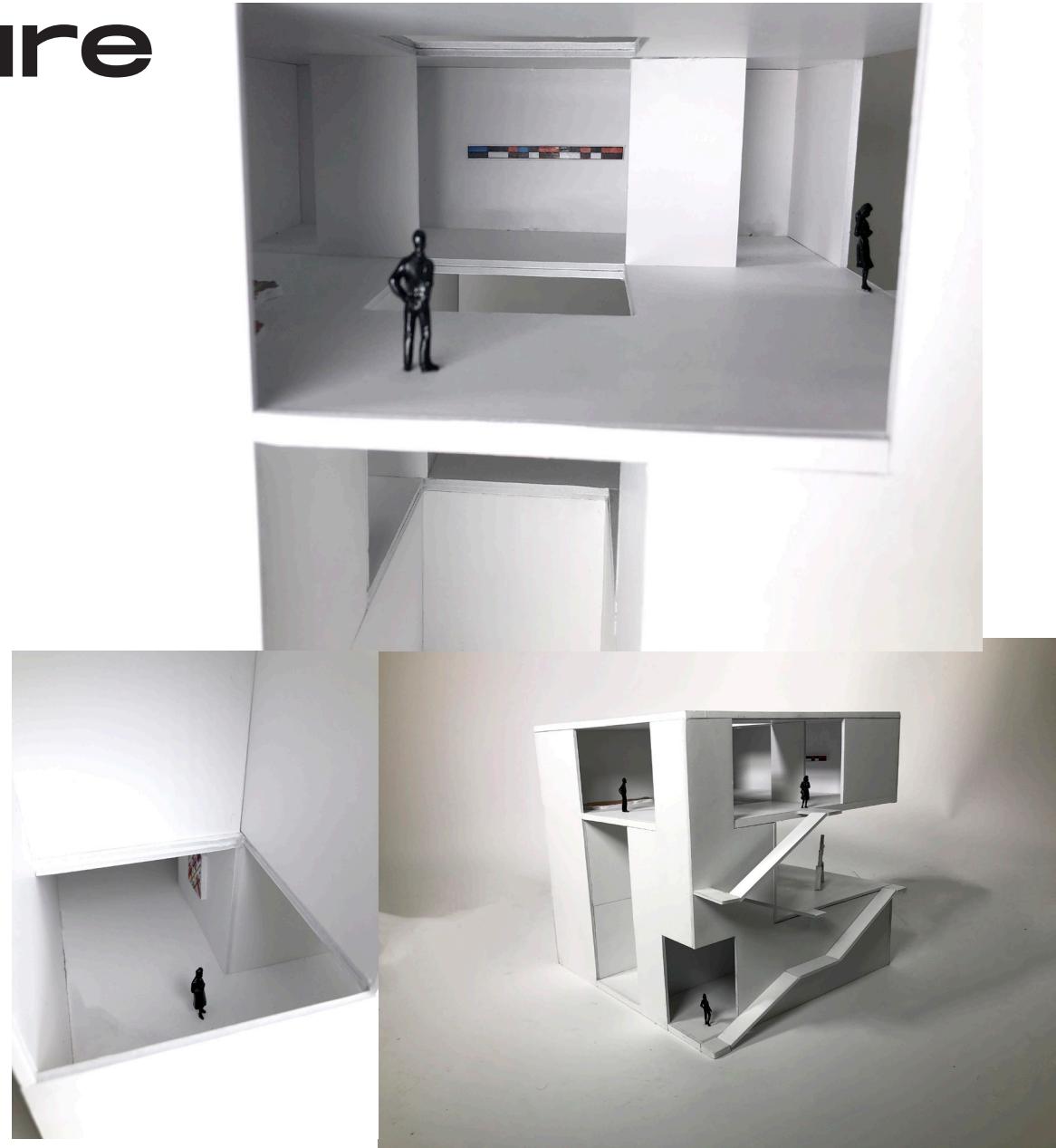


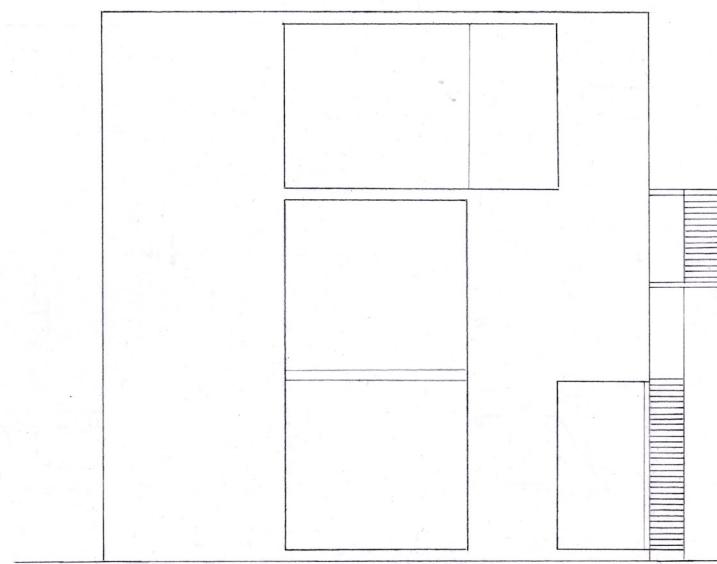
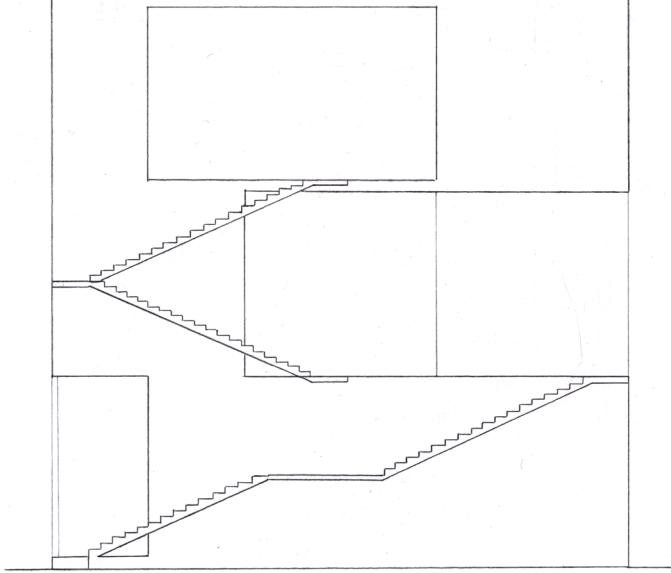
“Wood and Welded Steel”
November 2019

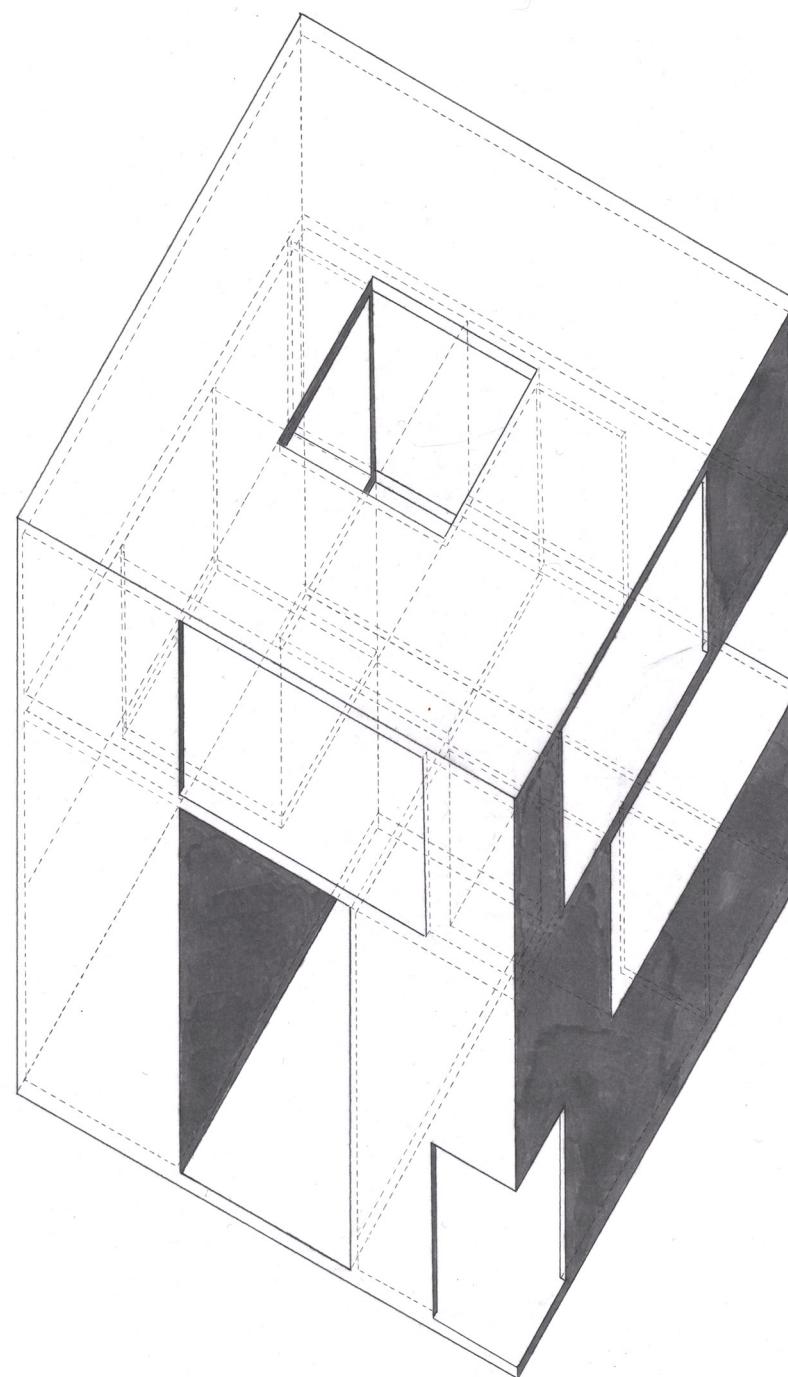


Architecture

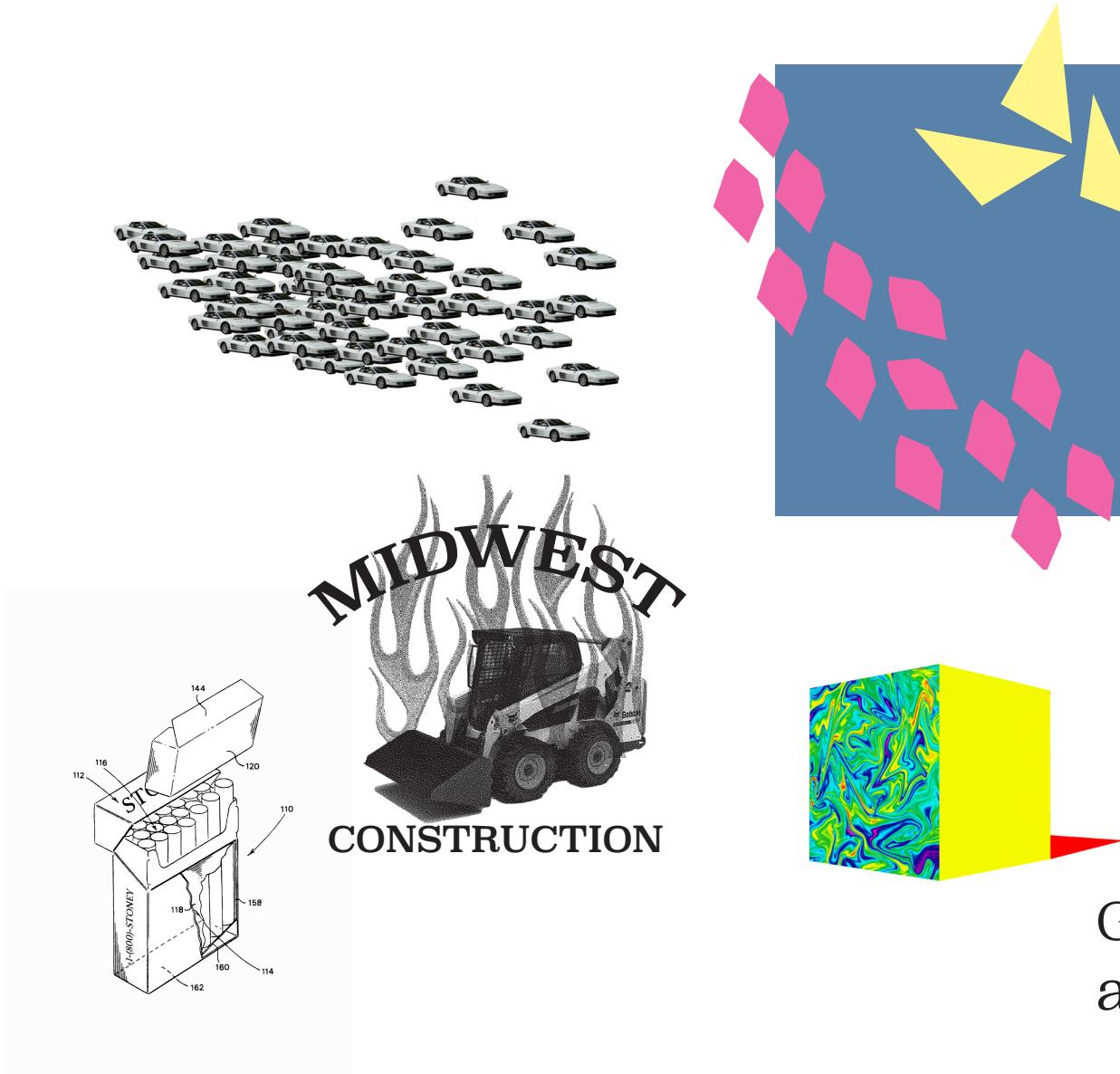
“Framed Art Gallery”
Spring 2019



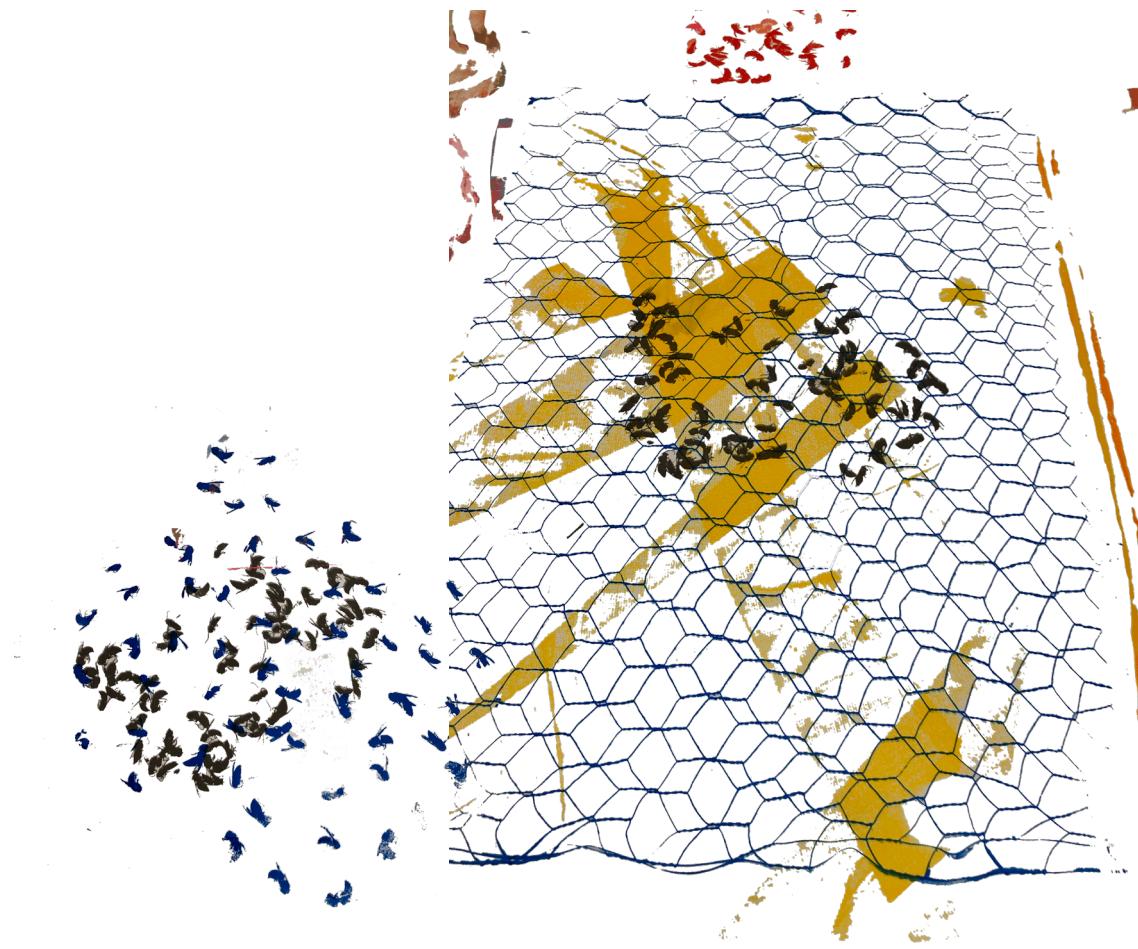




Miscellaneous



Graphic Design
and Printmaking



Prints made from everyday
objects and dead wasps

Urban Design and Planning Projects

2018–2020

Superfund Research Design and Map

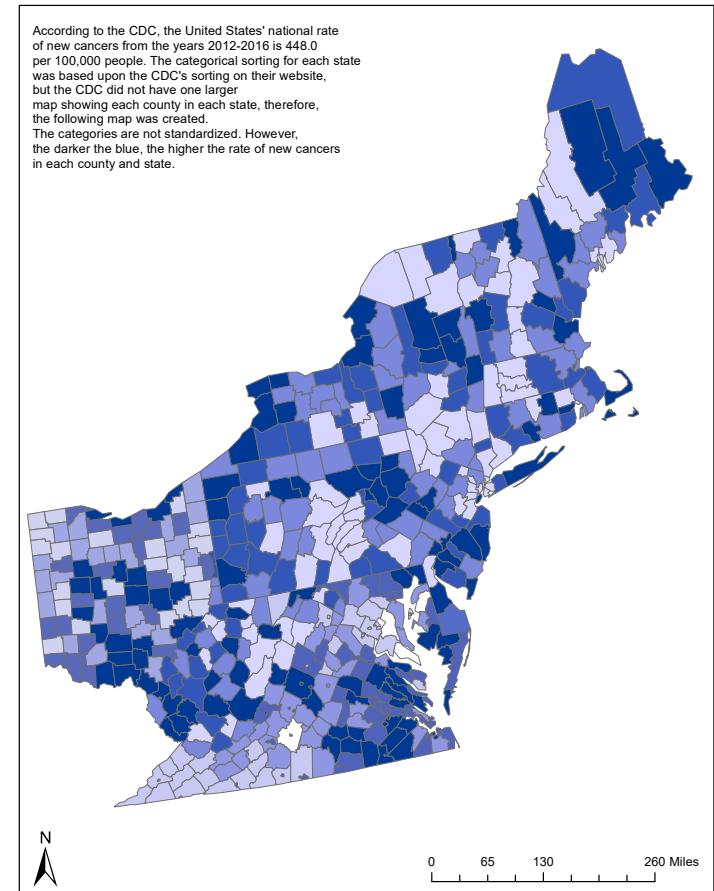
*Not complete project shown

Superfund Site Contamination of Sole Source Aquifers

Catherine Rolnicki, Cole Bretl, Christian Harris, and
Katelyn Moreno

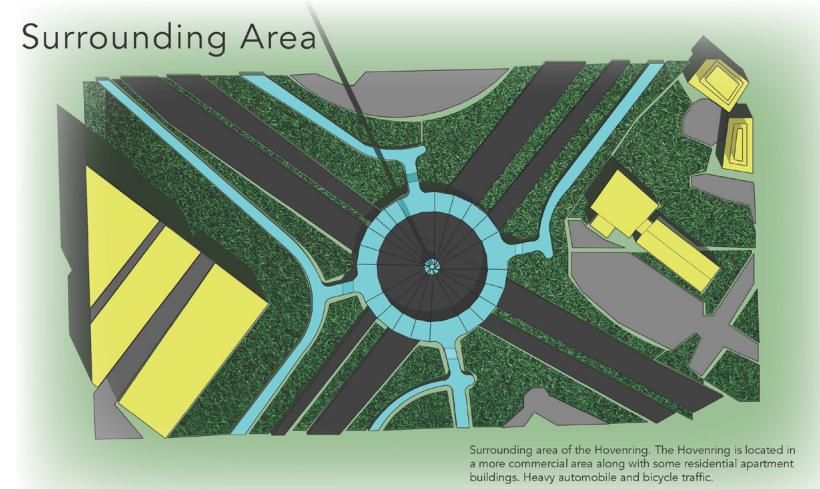
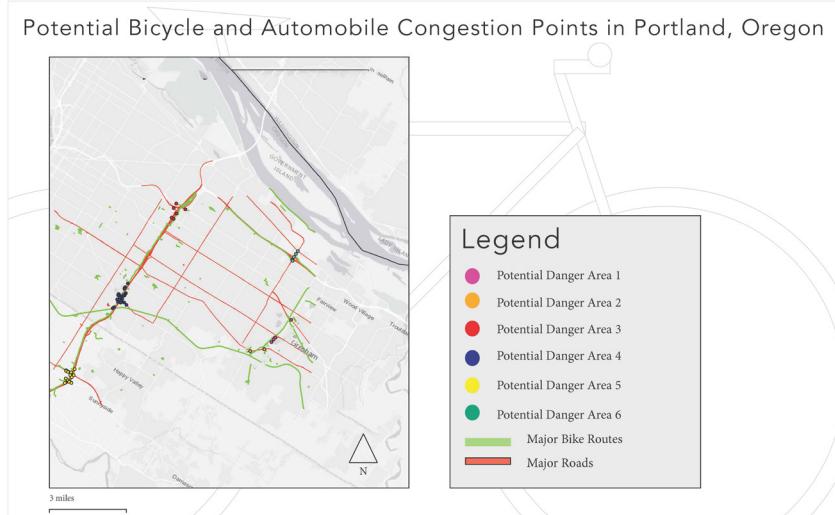
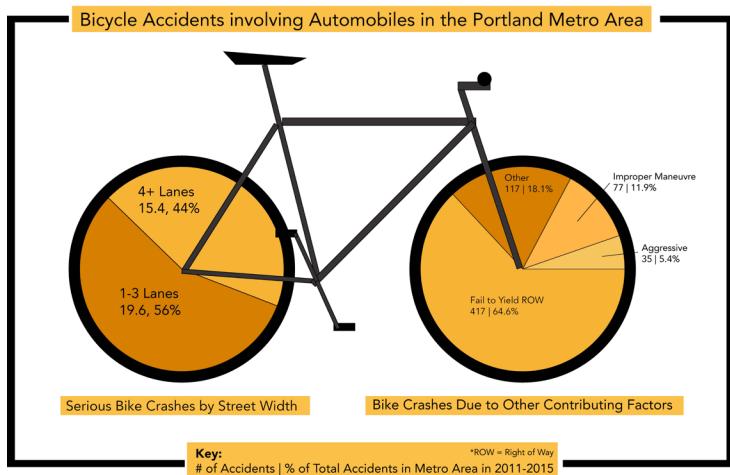
Design Planning analysis CRPLAN 3150
Prof. Charles Cartwright
April 28th, 2020

County Cancer Rates Per State



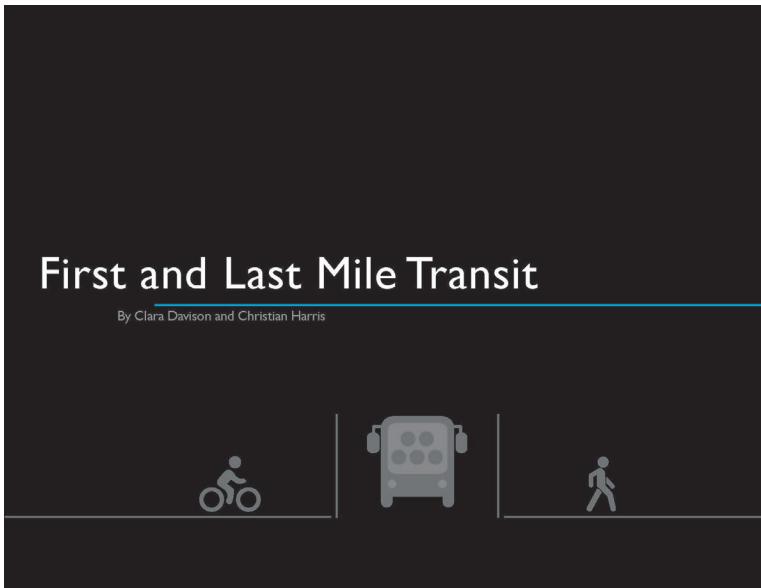
Portland Bike and Automobile Congestion

*Not complete project shown



Transit Project Graphic Design

*Not complete project shown



Introduction

You walk out of your house, ready to go to work. Do you get in a car? Do you walk to the nearest bus stop? Do you hop on a bike?

Your commute choice probably depends on your access to public transit. First-mile transit is the distance between your origin, like your home, and the public transit node, like a bus stop or metro. Last mile transit is the distance between a public transit node and your final destination.

First and last mile transit solutions—walking, biking, or driving—have a profound impact on public transportation ridership. What are the best practices in first and last mile transit, and how is Smart Columbus implementing first and last mile solutions in Columbus, OH?

The diagram shows a horizontal line with three main segments. The first segment, labeled "First Mile", shows a house icon above a person on a bicycle. The second segment, labeled "Transit", shows a blue bus icon. The third segment, labeled "Last Mile", shows a person walking towards a building icon. The entire diagram is set against a dark background.

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Conclusion

Smart Columbus has the potential to lead Columbus, OH into a new era of transportation solutions. Resolving first and last mile issues by prioritizing walkability and multi-modal transit solutions is an obvious first step. The smartest solutions are often the simplest, as indicated by the ingenious solutions in many of our case studies. In the City of Chicago, researchers said, “A variety of factors affect [transit] mode choice, including out-of-pocket costs and travel time, crime, levels of transit accessibility, neighborhood-level vehicle ownership, and variables that are specific to the decision makers and their households” (Tilahun et al. 2016a). Overall, high-quality, accessible walking systems and multimodal transportation options are critical solutions for first and last mile barriers (Tilahun et al. 2016b).

The diagram is identical to the one in the Introduction section, showing the three segments of a commute: First Mile (house to transit), Transit (bus icon), and Last Mile (person walking to office building). It is set against a dark background and includes a small icon of a person on a bicycle in the top right corner.

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2020